

(No Model.)

W. F. MILLER.
TRUNK FASTENER.

No. 543,216.

Patented July 23, 1895.

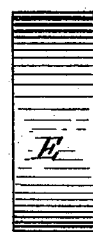
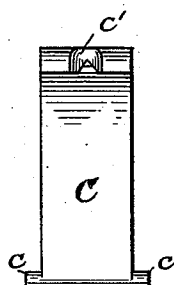
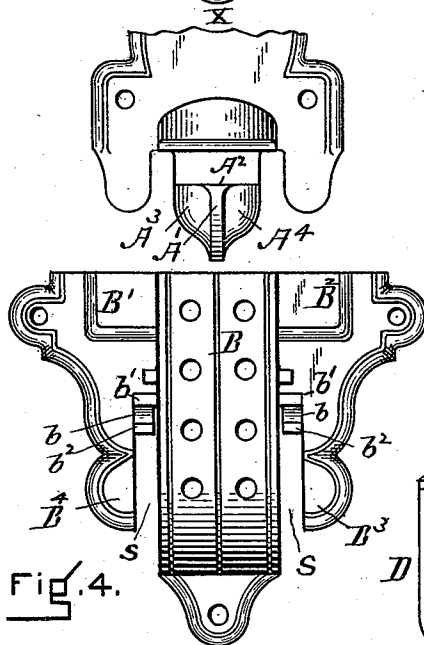
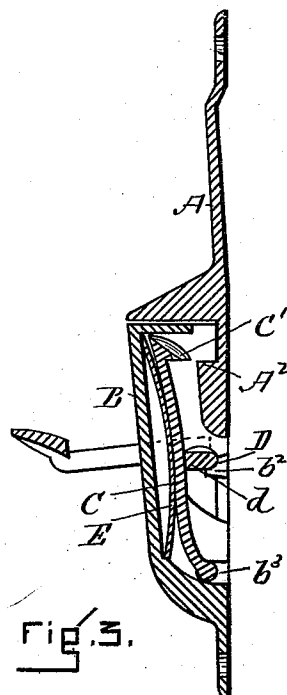
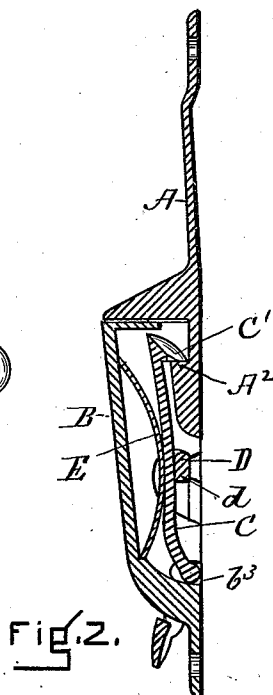
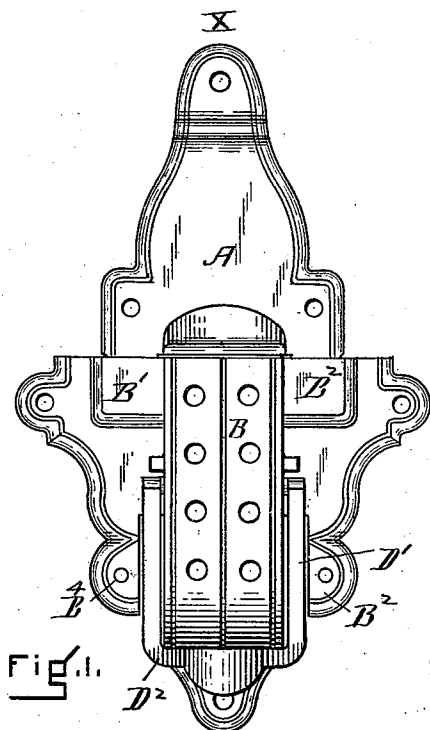


Fig. 7.

Fig. 8.

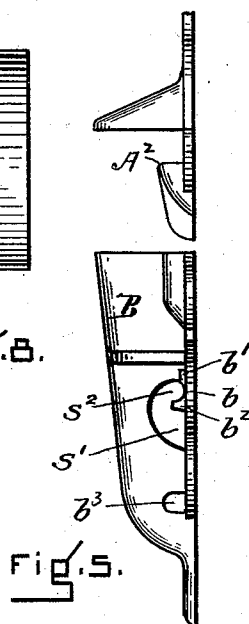
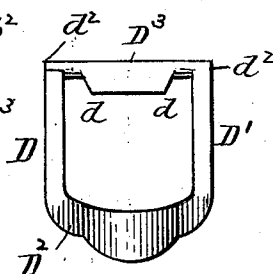


Fig. 5.

WITNESSES

Edward S. Day
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Fig. 6. William F. Miller.

UNITED STATES PATENT OFFICE.

WILLIAM F. MILLER, OF BOSTON, MASSACHUSETTS.

TRUNK-FASTENER.

SPECIFICATION forming part of Letters Patent No. 543,216, dated July 23, 1895.

Application filed December 10, 1894. Serial No. 531,391. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. MILLER, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Trunk-Fasteners, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to the formation of the several parts that constitute the fastener, the peculiarity being such as to enable the manufacturer to so cast all of the parts (except the spring) that they may be put together as they come from the foundry, no hand-work or machine-work of any kind being required to finish them ready for assembling, the object being to save labor and thus to make an inexpensive fastener. These objects are attained by the construction shown in the accompanying drawings, in which—

Figure 1 is an elevation showing my fastener complete. Fig. 2 is a section, taken on line $x x$ of Fig. 1, showing the cam-lever down. Fig. 3 is a section, taken on line $x x$ of Fig. 1, showing the cam-lever up. Fig. 4 shows in front elevation a part of the catch (detached) and the box part. Fig. 5 is a side elevation of the parts shown in front elevation in Fig. 4. Fig. 6 shows the cam-lever. Fig. 7 shows the hook-plate. Fig. 8 shows the spring-plate.

In the drawings, A represents the catch-plate—that is, the part that is attached to the trunk-cover. This part has a hook, as shown at A^2 , Figs. 2, 3, 4, and 5, the point of the hook being rounded off or beveled, as shown at $A^3 A^4$, and provided with a directing or centering rib A' , formed as shown, so as to be self-directing, to insure its entrance into the mouth of the box-piece B.

The box-piece B is to be made fast to the body of the trunk, and is formed as shown in the drawings. The center part forms a receptacle for the hook-plate C, the spring E, and the cam $d d$.

$B^2 B^3$ and $B' B^4$ are two wings, made as shown in Fig. 4, and so formed as to leave spaces S between them and the sides of the box proper to admit of placing the cam-lever $D D'$ D^2 in place.

The sides of the box B are made with openings $S S^2$, (see Fig. 5,) and each wing $B' B^2$ has a bearing $b' b b^2$ made just outside of the

walls of the box and at the ends of the spaces S S. (See Figs. 3 and 4.) These bearings $b' b b^2$ on the wings B' and B^2 are for the purpose of receiving the ends $d^2 d^2$ of the journal D^3 of the cam-piece $d d$. (See Fig. 6.)

A plate C, which may be termed the "hook-plate," is placed in the box, as shown in Figs. 2 and 3. This hook-plate has trunnions $c c$, which are adapted to fit into recesses b^3 made in the walls of the box, (see Figs. 2, 3, and 5,) which serve for it to swing upon and also to hold it in place. The hook C' is beveled, as shown, and has a central depression, as shown at c' , to engage with the rib A' on the hook A^2 of the catch-plate, and thus serves to direct the hook of the catch-plate A in its entrance to the box B as the cover of the trunk is brought down.

The hook-plate C is held in its normal position by a curved plate-spring E, which serves to hold it against the trunnions $D^3 d^2 d^2$ of the cam-piece $d d$. (See Figs. 2, 3, and 6.)

The cam $d d$ is operated by a yoke-piece $D D^2 D'$.

All of the above-described parts can be cast without the use of cores, and, as will be explained, will hold themselves together when once assembled.

My device is put together in the following manner: The spring E is placed in the box, as shown in Figs. 2 and 3. Then the hook-piece C is laid in on it. Now by pressing the hook-piece C hard onto the spring-plate E the cam-piece D may be inserted, the trunnions $d^2 d^2$ being passed through the passages S' in the side walls of the box, and the arms $D D'$ of the lever passing through the openings S S in the wings $B' B^4$ and $B^2 B^3$. When the trunnions $d^2 d^2$ have been pushed over the projections b^2 , then they fall into the bearings b and the hook-piece C is forced by the spring-plate E hard against the cam $d d$, and the whole device is held together by the coaction of the several parts.

In use the cam $d d$ lies flat down on the hook-piece C, as shown in Fig. 2, and its hook C' engages with the hook A^2 of the catch-plate A A' .

To disengage the hooks the lever $D^3 D D'$ is turned up, as indicated in Fig. 3. That action causes the cam $d d$ to force the hook-plate C

back, so as to separate the two hooks and leave the catch-plate free to be withdrawn and the trunk to be opened.

I claim—

- 5 1. In a trunk fastener the combination of the box piece B as described having a receptacle adapted to hold the hook plate C, and two wings cast integral with the receptacle but leaving spaces S S between them and the
10 said receptacle, adapted to admit the cam lever, each of said wings having bearings adapted to engage with, and hold the cam lever: with the cam lever, the hook plate and the catch plate substantially as described and for
15 the purpose set forth.

2. In a trunk fastener the combination of

the catch plate having a hook A rounded off as described, and having a directing rib A' adapted to engage with a central depression c' in the hook C' of the hook plate C; with 20 the hook plate C having a hook C' and depression c' substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification, in the presence of 25 two subscribing witnesses, on this 1st day of December, A. D. 1894.

WILLIAM F. MILLER.

Witnesses:

FRANK G. PARKER,
EDWARD S. DAY.